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INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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S-E-C-R-E-T

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COUNTRY Albania

REPORT

SUBJECT

DATE DISTR. 24 December 1958

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DATE OF INFO.

PLACE & DATE ACC

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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The report contains information on a tank unit in Tirane, military training and recruitment.

Observation of helicopters and possibly jets

Location of radar apparatus

Berat airfield

Party organization of the village of Postec

Methods used to influence the youth to join the Communist Party

Morale. morale in Albania is very low and the population hopes for a war which will free them from their miseries.

Security measures in various areas,

Change of identity cards

Skhoder prison and forced labor camps at Berat. The Skhoder prison held 500 prisoners, 300 of whom were considered "enemies of the people." About 680 were imprisoned at the Berat labor camp. These prisoners worked on the construction of the Berat airfield and were paid wages which amounted to 15% of a free laborer's wages

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INFORMA

INFORMATION REPORT

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Economic. The report contains information on the farming cooperative in Postec, prices of food and clothing.

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Chromium mine at Bulqize

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Nako Spiro wood ship.

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Roads and bridges.

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PART B! INFO.CHAPTER 1.ARMED FORCES.ARMY.ORDER OF BATTLE.TANK UNIT IN TIRANA.

In the barracks, located in the north-east side of the road TIRANA - DURRES and immediately next to the TIRANA airfield, stations a tank unit.

[redacted] it is a tank unit [redacted]

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[redacted] tanks going out of the barracks [redacted]

[redacted] similar [redacted]

[redacted] Soviet medium tank T 34-85. [redacted]

[redacted] armoured cars [redacted]

[redacted] similar to the Soviet armoured car BA - 64.

[redacted] communist tractor drivers are selected for the tank

Unit. [redacted]

TRANSPORTATION UNIT IN ELBASAN.

There is a transportation unit in ELBASAN [redacted]

[redacted] all the drivers of the Albanian army are trained

in this unit.

TRAINING.Big scale manoeuvres.Mobilization rehearsals.

On December 10 to 15, 1957 mobilization rehearsals of reserves from the Park of [redacted]

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[REDACTED]

Mobilization rehearsals (continued)

TIRANA , DURRES and VLORE took place. Activation of Units and assignment to missions, The rehearsals lasted 5 days in all out of which 2 were spent for the mobilization itself and the other 3 for the regular training.

The mobilization took place as follows :

In the evening hours of December 10,1957 the recruiting offices informed, through the chairmen of People's Councils, all the reserves - [REDACTED] 25X1

[REDACTED] they were all those up to 45 years of age - to present themselves to the recruiting offices of their area not later than 06.00 hrs. of December 11,1957. From there they were all taken on vehicles and transported to the area of village SAUK located north-east of KODER E PICALLIT (D L 006716) where they were dressed armed and activated in military units. 25X1

[REDACTED] the subject in general was about : enemy troops entering into Albanian territory advancing and closing on TIRANA . The activated units were supposed to attack the enemy troops and chase them out of the area of TIRANA. 25X1

The advance of the activated units started from TIRANA and ended in VLORE, in the area of which they arrived after three days. The advance was made across and on both sides of the road DURRES - VLORE.

The discharge of these reserves was made on December 16,1957 in VLORE.

During the days the manoeuvres were in course, all sort of traffic and circulation was prohibited . The units which took part in the manoeuvres were : artillery , infantry and armoured car units. Mules and other animals were not mobilized. 25X1

[REDACTED]

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RECRUITING SERVICE.

Recruitment of Draftees.

In August 1957 draftees of the class 1958, selected for the Border Guard Army, were called up throughout Albania.

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Calling and Training of Reserves.

Early in January 1958, the reserves not trained at all, from the age of 45 and down, were called up by the recruiting offices they belonged, in the areas of LUSHNJE and DURRES, and were told to get ready because they would be recruited on January 25, 1958. They would undergo a three months military training and then would be activated into Labor Army Units and would serve for 2 years.

Those considered enemies of the people, various scientists, family protectors etc. were not called .

[redacted] all those belonging to the above category throughout Albania will be called up.

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[redacted] the calling was not made throughout Albania

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MILITARY INSTALLATIONS.Military Depot of LIBRZHD.

On the south-west side of the road EIBASAN - KORCE, at about 150 meters distance north-west of the bridge located at (D L 424592) there are military installations .

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they are army depots.

There are 8 buildings in all.

Two of them are identical stone built and covered with ~~plank~~ corrugated rectangular plates made of concrete (similar to the French tiles) The dimensions of each one of these buildings, which are single story, are : 20X8X4,50 mts. Four identical, stone built, one story, built by the Albanians and covered with tiles. The dimensions are : 8X4X2,50 mts.

Two also stone built, one story of 6X4X2,50 mts. dimensions.

These military installations are surrounded by a double barbed wire fence and have 4 sentry boxes placed on the boundary inside the wire fence.

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AIRFORCE.AIRFORCE EQUIPMENT.Helicopters.

Late in November 1957 a helicopter flying from TIRANA toward BERAT.

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landing in the airfield of TIRANA two helicopters. they have two propellers and the propeller over the rear part is much smaller than the other one. Both had the red star of the Soviet air-crafts but which is also used by the Albanian Airforce.

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Helicopters (continued)

It is generally admitted that these helicopters appeared for the first time in Albania in November 1957.

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Jet planes.

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in the airfield of
BERAT 10 air-crafts.

they were jet planes

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Radar Apparatus.

there are Radar Apparatus located in places mentioned here-
under :

a) On the slope of the summit toward the Adriatic sea, located immediately south - east of the cross-road in place (C L 754-722) a Radar has been installed.

similar to the
KNIFERIST apparatus.

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About 100 meters far from the aerial of the Radar there is a small house of approx. 12X4X3 m. dimensions which is apparently used to shelter the technical personnel of the Radar Apparatus.

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b) On the summit located about 300 meters north of the bridge of MBROSTAR (C L 802 122) on the west side of the road LUSHNJE - FIER

two aeriels of the type KNIFERIST Radar placed on the ground, 10 body closed vehicles out of which 4 carried type KNIFERIST Radar aeriels, and further 10 trucks transporting material for the construction of a wall around the summit and of 4 houses on the summit

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[REDACTED]

Radar apparatus (continued).

c) In the north-west end of the BERAT airfield and near the houses which are parallel to the road toward BERAT [REDACTED] an aerial similar to the type KNIFERSKI Radar. 25X1

AIRFIELDS.

Airfield under construction in TIRANA. 25X1

[REDACTED]

[REDACTED] the construction is still going on without the airfield being used as yet.

Airfield of BERAT. 25X1

The airfield of BERAT stretches out south-east of the road HASAN BEU bridge (D L 005 -152) toward KUCOVE and North-east of HASAN BEU toward BERAT. [REDACTED]

the area covered by the airfield is 75.000 square meters .

The runway stretches north-east to south-east, i.e. parallel to the road HASAN BEU toward BERAT. The length of the runway [REDACTED] is 3000 meters and its width 60m., 25X1 and it has been built as follows :

It was first digged 60 cm. deep then a steam roller passed over, then a 20 cm. thick stone bedding was laid and again the steam roller passed over, then a 30 cm. thick layer of sand and gravel was put pressed by the roller again. Then followed a concrete layer of 10 cm. thick, and finally concrete blocks, rhomboidally shaped, 10 cm. thick and of a 2,70 cm. perimeter were placed. A space of about 1 cm. was left inbetween the blocks which was filled later with tar.

On the east side of the airfield, right opposite of the runway there are 36 parking sheds for aircrafts paved with concrete blocks and having no roof. The dimensions of each one is: 17X21 meters.

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Airfield of BERAT. (continued).

From the north and south end of the main runway, secondary runways start which go to the parking sheds on the east side of the airfield. There are parking sheds on both sides of the airfield.

From the north-east end of the runway and parallel to it, between HASAN BEU road to BERAT and over the airfield there are 5 houses out of which 2 are one-story, stone built, covered with tiles and with 50X7X4 m. dimensions. The one is stone built, single story, covered with tiles and have 30X7X4 m. dimensions. The other 2 are also stone built, single story, covered with tiles and have 12X7X4 m. dimensions.

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Also at a distance of 10 meters, in between the roads HASAN BEU to KUCOVE and HASAN BEU to BERAT, there are further 5 houses scattered here and there, all built of stone, covered with tiles and of various dimensions and single story. It was rumoured that these houses were used to shelter the pilots.

From the roads HASAN BEU to BERAT and HASAN BEU to KUCOVE, begins a poplar-tree forest which goes up to the runways of the airfield. This forest is a good cover for the airfield.

Electricity to the airfield goes from the electric plant of KUCOVE, and water from 25X1 fountains

In the attached diagram No. 1,

are showed all the details of the airfield.

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C H A P T E R 3

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INTERNAL POLITICAL SITUATION.

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STATE ORGANIZATION & ADMIN.

[redacted] late in 1955 the old administrative division of the country, according which Albania was divided into ten prefectures (Prefektura) was abolished, and a new one of 4 prefectures was made, namely :

Prefecture of GJIROKASTER with capital GJIROKASTER.

"	"	KORCE	"	"	KORCE.
"	"	PESHKOPI	"	"	PESHKOPI.
"	"	ELBASAN	"	"	ELBASAN.

EDUCATION.

7-class school of POSTEC.

The above village has a 7-class school to which go also students from villages :

LATHEZE (D L 908-150), ZAROSHE (D L 924-132) and SHULIN. The total number of students is about 240, and the teachers 12. Education is compulsory and free of charge. In the first 4 classes only Slav language is taught, in the other classes Albanian.

RELIGION.

Church of POSTEC.

The inhabitants of POSTEC are Christians and they are free to exercise their religious duties. They have a church and a priest called Jovan DHIMITER (Inu) who officiates regularly. The mass is done in Greek.

PARTY ACTIVITY.

Organization & Admin of the C.P.

Organizations in the village of POSTEC.

People's Council.

Chairman : Petro Stojan PERSEVSKI.

Secretary: Naum Petro KOLEVSKI.

Members : Najdo JANOVSKI and Petro Jorgji XHAXHOVSKI.

Organizata Baze.

Secretary: Vasil Mihal GAGOVSKI.

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Democratic Front Organization.

Chief : Najto JANOVSKI.

Secretary: Jovan Dhimitri POPOVSKI.

All the inhabitants of the village, but four families considered enemies of the people, are members of this organization.

Youth Organization.

Secretary: Vangel Mihal VENGELOVSKI.

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Organizations in POSTEC (continued).

People's Commissar : Sotir Spiro ZURKOVSKI.

Women's Organization.

Secretary: Iordhana Sotir ILIOVSKA.

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YOUTH.

Great and intensive efforts are being made by the Communist Party with a view to affiliating the Albanian youth. All sort of fraudulent methods are being used, which, in the long run, have an effective influence on the character of the youngsters.

The secretaries of the youth organizations of the villages were gathering twice a month all the youngsters, (preferably illiterate), and were taking them to, at the expense of the state, to the capital of the QARK these villages belonged. There, Enver Hoxha and Shehu were coming to deliver lectures to the youngsters concerning the achievements of the Communist Party and other similar subjects.

Besides the lectures, refreshments and entertainment is offered to the youngsters. This generosity of the State and the showy care toward them, makes them feel enthusiastic and they become thus organs of the Party.

The youngsters, after these gatherings are over, they go back to their villages and relate to the others what they had heard and seen in the capital and what had taken place in the gatherings.

These youngsters are being used as tax collectors and with their insistence to collect the taxes from villagers who have not duly paid them they become hateful to the inhabitants of the villages. The result of this attitude is that the youngsters become more fervent members of the Party.

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Whenever the State wishes to build a building for its own services the Party is asking for volunteer workers from the Youth organization. This demand of the Party is accepted with enthusiasm by the youngsters, who in their enthusiasm take with the

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YOUTH (continued)

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take with them the reluctant ones also.

These [] were the deceitful methods, and other similar ones, which the communist party is using to make the youngsters become communists.

Besides the Youth organizations of the villages there is also the "BYRO I RINIS" (Youth Office) which is a section of the Regional C.P. Committee, and which holds the leadership ^{over} ~~was~~ all the Youth organizations of the region. The leadership of the "BYRO I RINIS" is composed of 5 members []

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MORALE.

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Propaganda.

[] early in November 1957 a conference of the secretaries of the Organizata Baze (Local C.P. organization) and of the Youth organizations, throughout Albania started and which lasted until November 8, 1957. This conference was presided by Mehmet SHEHU, and the subject discussed was about the cultivation of the Albanian land. Concretely, it was said that not even a small piece of land would be left uncultivated.

After the conference was over the secretaries of the Organizata Baze and Youth organization were gathering once a month all the villagers and were giving propagandistic speeches on the above subject. They were receiving instructions from the QARK C.P. committee (Regional C.P. committee).

In view of the fact that a great number of the villagers was without jobs, these propagandistic speeches had a good effect on them because it gave them hopes of finding an employment.

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Morale of the People.

[] most of the population in Albania is suffering and leading miserable life. The morale is very low and are always wishing for a war which they believe will free them from their miseries. []

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Morale of the people (continued)

Almost all the Albanians are well aware of the situation and would wish to take part in an eventual war, helping in this way to overthrow the Communist yoke and establish a liberal regime.

Moral status.Defalcations.

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Defalcation in the "Bank of Albania" in FIER.

Early in December 1957 all the employees of the above Bank (10 in number), together with the C.P. secretary of FIER took all the money from the Bank and disappeared. Rumours circulated about their eventual arrest, but they definitely escaped to another country

INTERNAL SECURITY.Security measures according to districts.

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^dForbidden Zones.

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^d the south part of the island SAZAN and its coast line, and all the mountainous peninsula of KARABURUN down to the LLOGORA pas (C K 810508) were considered forbidden zones. merchant ships are not allowed to pass south of the island of SAZAN, when sailing into the port of VLORE.

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For what reasons the above regions are considered ^dForbidden

[Redacted]

Posts and Control Stations.

On the road LUSHNJE - FIER - VLORE there are control stations and posts with men of the Policia, who control the tickets and identity cards of all those passing from there.

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- One post on the bridge (C L 870-450) near village RROGOZHINE (C L 830-488)

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Posts and Control Stations(continued)

with a strength of 15-20 men commanded by a Lt.

- One Control Station in the south-east end of FIER.

- One on the bridge (C L 722-040) near village LEVAN (C L 818-048) with one police.

- One Police station, by the river VIJOSE (C K 650-992), of 7 men commanded by a M/Sgt

- One Control Station on the road HIMARE - SARANDE near village QEPARO (C K 002-368)

in place (K 972-360)

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- And one post at place (D L 674-464) with one border guard private.

Change of the Identity Cards.

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Rumours were circulating widely that within January 1958 the identity cards will be changed with fresh ones of new type. The change will be completed until May 1958.

Prisons & Camps.

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Prison of SHKODER.

There were 500 prisoners in the Prison of SHKODER

The 300 were with charge 'enemies of the people' and the other 200 were with various other charges. There was no difference in the treatment between the two groups. The condition of both was miserable. Their daily food ration was 600 grams of bread, a soup and a sort of a broken wheat. Clothing, blankets etc. they had to take care themselves because the prison administration didn't provide anything.

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Director of the prison was a police Lt. named Rasim (Inu) from SHKODER

Forced Labor Camp in BERAT.

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Forced Labor Camp in BERAT.

About 680 prisoners of the forced labor camp of BERAT, picked up from various prisons of ALBANIA, worked for the construction of the airfield of BERAT.

They worked 8 hours per day and their food was satisfactory. They were getting daily 900 grams of bread, 170 grams of meat and various other items. Their pay was 15% of the regular free workman's wage.

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C H A P T E R 4.ECONOMIC SITUATION.FINANCE.Monetary Change.

It is widely rumoured that in 1958
in circulation will be changed.

the money (LEK)

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Farming.Farming cooperative in POSTEC.

When the farming cooperative was organized in the above village (February 1956) all but 4 families, considered KULAKS, became members.

In the beginning, when the cooperative was organized, only the families of communist members participated. But as time went on, due to propagandistic efforts of the Party and to the very heavy taxation imposed on those not participating, all the families were obliged to join the cooperative. After the collectivization of the village the standard of living of the inhabitants was much lower than what it used to be before when they had their own property. They were obliged to live on the

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Farming Cooperative in POSTEC (continued)

daily poor income (100 - 180 Lek) given to them by the cooperative, according to the Norme. Life was much harder for protectors of big families who had to feed with their poor daily income, members of their family unable to work.

Chief crops of the village are : Wheat, corn and beans. Total quantity of all crops, [] is about 26.000 kilos.

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Food Situation.Reduction in the price of Bread.

After the food coupons were discontinued, in November 7, 1957, the Albanians were buying their food (bread) at 25 - 38 Lek the kilo, according to its quality, instead of 63 Lek, they were getting it with the coupon.

There was a reduction of prices, from 10% to 30% , on all home-made items.

Prices of first necessity items.

Bread (white)	38	Lek	per kilo.
" (brown)	25-	32	" " "
Olive Oil	250	"	" "
Butter (pure)	400	"	" "
Seed Oil	130	"	" "
Soap (33	"	One piece of 300 grams.
Coffee	900	"	per Kilo.
Eggs	12	"	each.
Macaroni	110	"	per kilo.
Rice	100	"	" "
Potatoes	7	"	" "
Cheese (white -feta)	180	"	" "
" (a better quality)	250	"	" "
A suit of clothes	4700	"	(inferior quality)

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Prices of first necessity items (continued).

A suit of clothes	8.000	Lek	(medium quality).
" " " "	20.000	"	(first quality).
Shoes (for men)	3.200	"	the pair.
Shirt	300	"	(inferior quality)
Shirt (poplin)	1.800	"	
Coat for woman	560	"	(inferior quality).
Coat for women	1.300	"	(medium quality).
Coat for women	2.800- 3.000	"	(first quality).
Nylon stockings for women	2.000	"	the pair.

INDUSTRY.Underground products.Chromium mines in MAL I BULQIZES.

On the West slope of summit 1999 (D L 392-930) called MAL I BULQIZES, there are chromium mines.

Description of underground tunnels.

Chromium is digged out from 15 tunnels the largest one of which is 650 meters long, 3 meters wide and 2,80 meters high. The other tunnels are of different dimensions. The roof of the tunnels are covered with boards supported by roof props. There is an emergency shaft every 20 meters. The mines are lighted with the usual mine lamps.

Number of mine workers and their living conditions.

The number of workman in the above mines are 1600. The 1500 come from various prisons in Albania, and the other 100 workmen are free laborers.

Their living conditions are quite satisfactory, and all the workmen are pleased with the way they are being treated, and also with their food. They got meat every day and good quantity of bread and other items. Work is carried out in shifts of 8 hours - 24 hours per day.

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Daily and monthly out-put of the mine.

The 24-hour out-put of the mine is 1000 tons of chromium, and the monthly is 30.000 tons.

Transportation of chromium.

Chromium is transported from the tunnels to the pile places in small wagons run on rails and pushed out by the workers. From there it is being loaded on type SKODA trucks and transported to the port of DURRES, from where it is loaded on cargo ships and transported to CZECHOSLOVAKIA. No treatment is being done to the chromium in Albania. ^hChromite and other ores of chromium are being extracted in Czechoslovakia.

Machines used.

15 breakers, Czechoslovakian make, type SKODA,

25X1

1500 small wagons of 1 and 3 tons each,

4 cranes to transport chromium from the pile place and load them on the trucks.

According to the estimation of the mine engineers, considering that the mine gives about 300.000 tons of chromium per year, there will be chromium in this area for another 100 years.

FACTORIES.Wood-shop (NAKO SPIRO).

South-west of ELBASAN, in the outskirts of the city there is a wood-shop called NAKO SPIRO. It is composed of three single-story buildings.

The first one is ^astone built rectangular building covered with tarred paper, with 70X15X5 meters dimensions. In this building there are various machines used to fabricate ply-wood.

The second one is built and covered with concrete, with 100X20X7 meters dimensions

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Wood-shop (NAKO SPIRO.

in which there are machines which make wood out of the stem of the corn and of other synthetic material [REDACTED]. This wood is used to make wooden sheds or stalls.

The third building is a square one built and covered with concrete and with 30X30X5 meters dimensions and is used drying the wood .

There is another single-story building, built of stones and covered with tiles, and with 10X8X7 meters dimensions. It is used as the power plant of all those wood-shops.

A further two-story, stone built building covered with tiles and with 30X12X8 mts. dimensions in which are sheltered the offices of these wood-shops.

Three similar sheds covered with tarred paper and of same dimensions 100x15x5 meters used as store houses for wood.

The drying machines for wood work with steam . The other machines work with electricity.

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The number of work^kmen working in all the wood-shops is about 900.

C H A P T E R 5.COMMUNICATIONS.ROAD COMMUNICATIONS.ROAD TIRANA - VLORE.

It starts from TIRANA and passes by SHIJAK (CL 710-870) - DURRES - KAVAJE - BREGOZHINE - LUSHNJE - KOLONJE (CL 820-202) - FIER - and ends to VLORE.

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Road TIRANA - VLORE (continued).

Length of the road from: TIRANA to SHIJAK 35 kilometers.

"	"	"	"	"	"	DURRES	45	"
"	"	"	"	"	"	KAVAJE	63	"
"	"	"	"	"	"	RRGOZHINE	73	"
"	"	"	"	"	"	LUSHNJE	91	"
"	"	"	"	"	"	KOLONJE	106	"
"	"	"	"	"	"	FIER	119	"
"	"	"	"	"	"	VLORE	159	"

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Width of the road TIRANA - VLORE : [] it is 5 meters wide.

Pavement of the road " - " : During the Italian occupation the road was paved with asphalt. From 1950 - 1957 various parts of the road were repaired with asphalt, and today its surface is mostly in good condition.

Bedding of the road " - " : The bedding of the road is built of quarry stones covered with sand and gravel and then asphalt has been laid. []

[] The part from DURRES to VLORE was 25X1 built at various times, from 1950 to 1957, by the Albanians.

Resistance of the road " - " : [] passing from this road 25X1 vehicles with trailers, type MILANO, SKODA, ZISS carrying excavators the total weight of which, [] was about 40 tons. 25X1

Maintenance of the road " - " : For the maintenance of the road there is a repair work-shop in DURRES with 5 workmen.

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Road TIRANA - VLORE (continued).

Description of the ground : The road, throughout its ⁶whole length, is built on flat ground.

Weather conditions have no effect on the road because on both sides of it ~~there~~ ditches have been dugged, and the level of the road itself is 20-70 cm. higher than the level of the ground around.

ROAD TIRANA - MILOT (CM 912-148) - SHKODER - HOTIT.

Length of the road from TIRANA to MILOT is 50 kilometers.

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" " " TIRANA to SHKODER 70 "

" " " TIRANA to HOTIT 105 "

Width of the road throughout its length is 5 meters.

Pavement of the road from TIRANA to SHKODER is covered with asphalt and it is all straight.

it is being maintained by the Albanians.

Bedding of the road is exactly the same as that of the road TIRANA - VLORE

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Resistance of the road : 40-ton excavators Soviet make, type 25X1
VORONEZI and VUNKER, passing over this road.

Maintenance of the road is taken care by a repair shop which is in DURRES.

Ground description : Throughout its length the road passes over a flat ground.

Weather conditions do not effect the road at all because on both sides there are ditches and the road is at a higher level than that of the ground around.

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ROAD TIRANA - ELBASAN - POGRADEK - KORCE.

Length of road from TIRANA to ELBASAN 60 Km.

" " " TIRANA to POGRADEK 151 Km.

" " " TIRANA to KORCE 211 Km.

Width of the road : Throughout its length is 4,50 meters.

Pavement " " : It is of concrete and maintained in good condition.

Bedding " " : The same as that of the road TIRANA - VLORE

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At first this road was paved with asphalt, but being spoiled it was left as m/a.

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Resistance of the road: it is strong enough for tanks to pass over.

Description of the road : There is a tunnel, 20-meter long, at the point (D L 380588) of this road. The vehicles coming from ELBASAN to KORCE pass over this tunnel, and those coming from KORCE to ELBASAN under the tunnel.

Maintenance of the road : According to instructions from the Ministry of Communications the villagers, who living along the road, should look after the maintenance of the road, and fill the holes with gravel and sand.

Description of the ground : The road from TIRANA to ELBASAN has dangerous up-hills and down-hills with many dangerous turns. From ELBASAN up to LIBRAZHD (D L 296584) is rather normal with little up-hills and down-hills. From LIBRAZHD to POGRADEK it is built on a mountainous ground with long up-hills and down-hills and many dangerous turns. And from POGRADEK to KORCE is built on mostly flat ground with very little up-hills and down-hills.

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Road TIRANA - KORCE (continued)

[redacted] during very heavy rains the part of the road from TIRANA to ELBASAN [redacted] was overflowed. Also the part of the road near village RAJCE (D L 640492) is cut off for 2-3 days during heavy snow-falls, until snow-removing tractors come from POGRADEG.

ROAD VLORE - HIMARE - SARANDE - DELVINE - GJIROKASTER - TEPELENE - VLORE.

Length of road : VLORE - HIMARE 70 Km.
 " " " : " - SARANDE 125 Km.
 " " " : " - DELVINE 150 Km.
 " " " : " - GJIROKASTER 200 Km.
 " " " : " - TEPELENE 235 Km.
 " " " : GJIROKASTER - VLORE 100 Km.

Width " " : The road throughout its length was 4,50 meters.

Pavement " " : The roadway throughout its whole length is macadam, but it is spoiled in many parts and has no good maintenance.

Bedding " " : It is built of big stones, and is very strong.

Maintenance : The roadway is looked after by villagers living along the road.

Description of the ground : The part from VLORE to SHEN GJERGJ (C K 720634) is built on flat ground. From village SHEN GJERGJ and on mountainous ground.

During the Winter Season The part of the road from VLORE to SARANDE is often filled with rocks which roll down from the hills, and makes very difficult for the driver. The part SARANDE - GJIROKASTER is built on a better ground and does not suffer from rain falls.

25X1

IMPORTANT TECHNICAL CONSTRUCTIONS.B R I D G E S .

Exact location of the bridge: On the road TIRANA - SHKODER over river MAT and at place (C M 944168). 25X1

Length and width of bridge : 150 meters long and 6 meters wide .

The two extreme foundations of the bridge are built of concrete.

[redacted] the pillars supporting the bridge to be about 12 . They are 15 meters apart, rectangular, 6 meters wide, 5 meters high and 3 meters thick. On its both sides there are 12 archs, made of concrete, 7 meters high each and supported by horizontal concrete beams 6 meters ~~wide~~ long, 0,20 m. wide, and 0,30 m. high.

Control & Security measures : At the head of the bridge, on the side ~~on~~ toward Shkoder, there is a post of Policia controlling identification cards and tickets of the passers.

Depth of the water: During the months of Summer the river bed is about 0.50 m., during the Winter Season, however, the road flooded and very often the water covers the bridge.

Height over water level : 5 meters.

Width of river : At the point where the bridge is, it is 150 meters. Farther it exceeds 200 meters. 25X1

Resistance of the bridge: [redacted] an excavator and a trailer passing over the bridge.

2.- Exact location of the bridge : On the road TIRANA - SHKODER over river DRIN, at place (CM 756560)

Length and width of bridge : 100 meters long - 4 meters wide.

Its two end bases are built of reenforced concrete, as well as its two middle pillars, which are 20 meters apart, rectangular, 15 meters high, 6 meters wide and 3 meters thick. [redacted] 25X1

25X1

Bridge over river DRIN, (continued).

The bridge is built of horizontal iron beams over which wooden boards have been placed. There is special mechanism which removes and opens part of the bridge, about 70 meters long, when ships are supposed to pass through. It opens toward the side of TIRANA and the opening is about 60 meters.

Control & security measures: Two men of the POLICIA stand there for the necessary control of the passers.

Depth of water: During Summer time it is 4-5 meters and during Winter it goes up to 15 meters.

Width of the river: About 60 meters.

Resistance of the bridge: [redacted] it is strong for about 40 tons. 25X1
[redacted] big excavators belonging to the Cement Factory of SHKODER pass over this bridge.

3.- Exact location of bridge: On the road TIRANA - DURRES over river IRZEN, at place (CL 796772).

Length & width of bridge : 30 meters long - 4 meters wide.

Its two end bases are built of concrete and the two middle pillars of reinforced concrete. They are rectangular and about 10 meters apart, 10 meters high, 5 meters wide and 2 meters thick. Its floor is built of concrete and covered with asphalt, and on its both sides has a one-meter high wall.

Security & control measures: None.

Depth of water : During Summer it is about 2 meters at the point where the bridge is.

Height over the level of water: About 10 meters.

Width of river : About 30 meters.

Resistance of the bridge : [redacted] the resistance of the bridge to about 40 tons. [redacted] it is located in a central roadway and of heavy vehicles pass over it. 25X1

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4.- Exact location of bridge : On the road LUSHNJE - VLORE over river VIJOSE, at place (CK 705997).

Length & Width of bridge : 70 meters long - 5 meters wide.

25X1

The two end basements are built of reenforced concrete.

the middle pillars there are about 8.

In the middle of the bridge, on top and on both sides of it, there are 4 archs with a radius of 5 meters, which is connected with that on the other side by 3 concrete beams the dimensions of which are: 0,35X0,25 m.

Control & security measures : There is a post of 3 men of the Policia which in on the side of the bridge toward VLORE.

Height over the level of water: He stated that it is over 8 meters.

Resistance of bridge: He cannot estimate.

C H A P T E R 6.

GEOGRAPHIC SITUATION.

Info on Towns and Villages.

District in the south of TIRANA.

In the south district of TIRANA are the houses of the high society people of TIRANA, also it is the district where the foreigners live. Enver Hoxha and Mehmet Shehu also live there.

25X1

Village POSTEC.

Postec has about 160 houses and 800 inhabitants, all Moslem. 65% of the inhabitants are male and the rest female. They get water from natural fountains and electricity from a power plant they have in the village.

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